
IV. IMPLEMENTATION

A. RELATIONSHIP WITH THE FRAMEWORK PLAN AND GENERAL PLAN

The North City Future Urbanizing Area Framework Plan and the General Plan provide the basic policies and underlying standards for the Del Mar Mesa Specific Plan. The Plan, however, is a refinement of the NCFUA Framework Plan and General Plan, and as such, constitutes an amendment to these plans. Specific text and map amendments to the Framework Plan and General Plan, as summarized in **Appendix B**, will be adopted concurrently with the Plan, in order to achieve consistency between the two plans. Wherever the policies or development standards of the Plan differ from the Framework Plan, the Del Mar Mesa Specific Plan shall take precedence.

The Framework Plan should also be used in evaluating discretionary development projects, with the exception of recommendations that require a phase shift to implement. Specifically, Framework Plan Section 4.8, "Implementing Principles: Very Low-density and Estate Residential neighborhoods," applies to residential development projects in Del Mar Mesa.

B. FURTHER CALIFORNIA ENVIRONMENTAL QUALITY ACT REVIEW

It has been determined that subsequently submitted project level detail, including tentative maps and development permits, will be considered new information which was not known and could not have been known at the time the Master EIR was certified as complete. As such, the exemption from the requirement of the California Environmental Quality Act (CEQA) provided for by Government Code Section 65457 will not be applicable. However, the City's intention is to streamline future environmental review by analyzing the potential impacts of the Plan at a level that will be sufficient for future projects, where possible, and by providing a framework for future impact analysis and mitigation consistent with the Master EIR.

In lieu of the exemption for future projects within the Plan and consistent with the Master EIR process provided for in CEQA, the City will prepare an Initial Study when a future project is submitted. The Initial Study will determine whether the project may cause any significant impact that was not examined in the Master EIR and whether the project was described as being within the scope of the Plan. If it is determined that the subsequent project will have no additional significant impacts, and no new or additional mitigation measures or alternatives are required, then written findings can be made based on the Initial Study and no new environmental document will be required. If the Initial Study findings cannot be made, then either a Mitigated Negative Declaration or Focused EIR will be required.

Mitigation of significant impacts to sensitive species and important habitats that would occur with development of future projects can be achieved through a combination of purchase and dedication of the privately held designated open space areas within Del Mar Mesa, if feasible.

C. ZONING

The Plan relies on citywide base zoning to implement the Plan. It also provides criteria for deviations from the minimum standards of the zone, if a discretionary planned development permit is obtained. This is consistent with the goal of the Land Development Code—to avoid "tailored zoning" for specific areas.

1. **Parcels in City Ownership Designated for Open Space and Other Mitigation Land**

City-owned parcels, with the exception of those owned by enterprise fund departments, are allocated no development in the Plan. Parcels in state or county ownership are allocated one dwelling unit/ten acres consistent with the existing zoning. For the location of these parcels refer to lands designated Publicly Owned Open Space in **Figure 7**.

Existing Zoning

AR-1-1 or AR-1-2 zoning.

Proposed Zoning

In the future as part of a larger city rezoning effort, the OC-1-1 zone should be applied to these parcels and any other parcels that are purchased by the City for mitigation purposes and/or are designated for open space.

2. **Parcels designated Open Space/Rural Residential**

Existing Zoning

For these parcels, as designated Open Space/Rural Residential in **Figure 6**, the existing zoning is AR-1-1 and AR-1-2. Parcels within the AR-1-1 zones within this designation (as shown on **Figure 24**) are precluded from applying for the one dwelling/four acre rural cluster option.

Proposed Zoning

No change proposed.

3. **Parcels in the AR-1-2 Zoned Areas with Areas Designated for Development**

Existing Zoning

AR-1-2, as shown in **Figure 24**.

Proposed Zoning

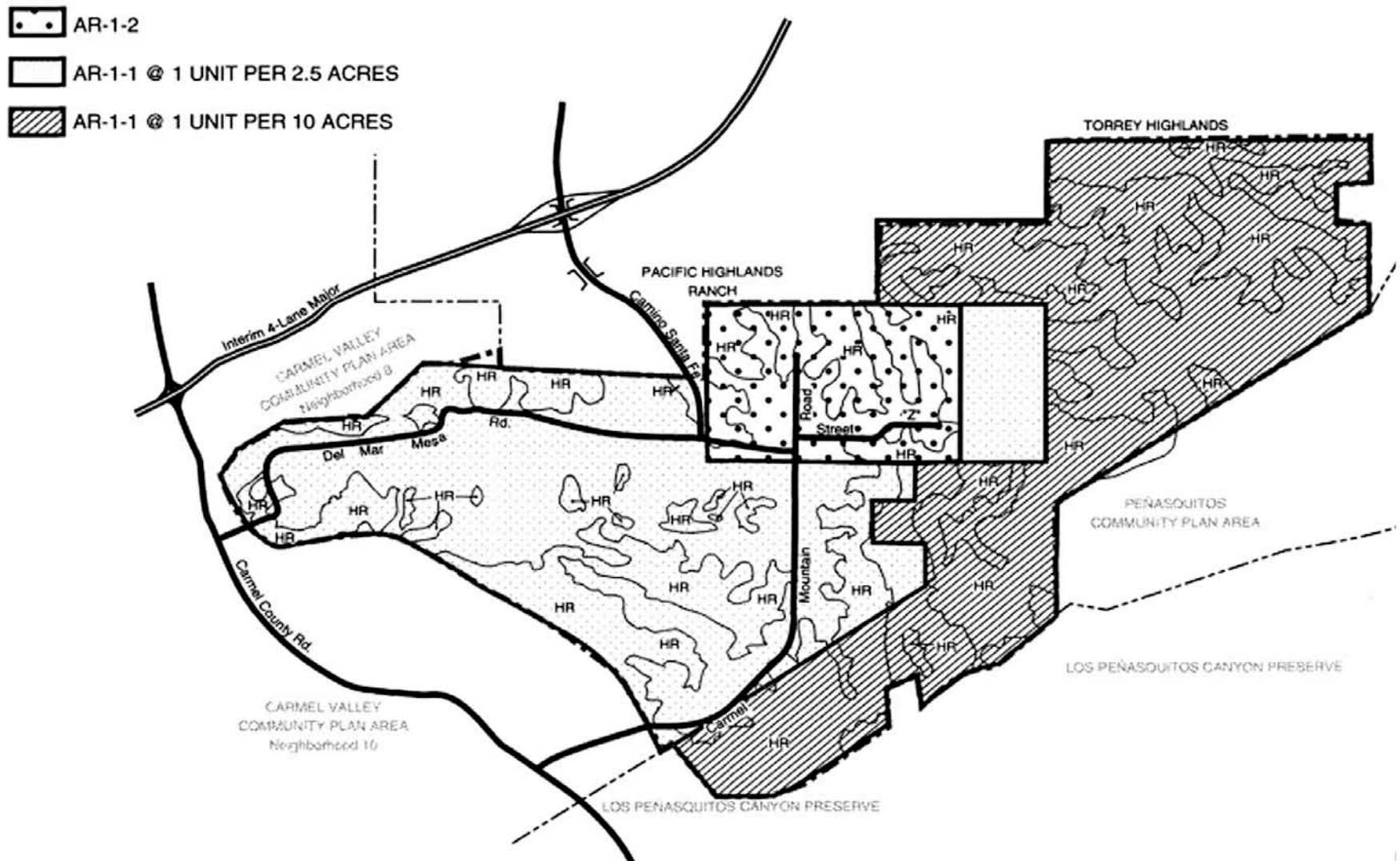
No change proposed.

4. Parcels in the AR-1-1 Zoned Areas with Areas Designated for Development
Existing Zoning

The AR-1-1 zone in areas designated for development is amended in the Plan to permit a density of one dwelling unit/2.5 acres. In addition to amending the AR-1-1 zone, the Plan also provides specific development regulations for the community. The properties zoned AR-1-1 with a permitted density of one dwelling unit/2.5 acres are depicted on **Figure 24**. The development regulations for these properties are as follows:

Proposed Zoning

No change proposed.



Existing Zoning
Del Mar Mesa Specific Plan

TABLE 8
AR-1-1 ZONE DEVELOPMENT REGULATIONS FOR DEL MAR MESA

Development Regulations	AR-1-1 Zone Regulations for Del Mar Mesa
Permitted Uses	Same as citywide AR-1-1
Permitted Density	1 du/2.5 ac
Minimum Lot Area	1 acre
Minimum Lot Dimensions	
- Street frontage	100 feet
- Width	100 feet
- Depth	150 feet
Setbacks	
- Front	25 feet
- Side	20 feet (40 feet between structures)
- Rear	25 feet
Height	Same as citywide AR-1-1
Lot Coverage	30 percent for a two-story, 40 percent for a one-story
Off-Street Parking	Same as citywide AR-1-1 zone with exception that improvement of driveways with asphaltic concrete is not required. If the above improvement is not proposed, four inches of decomposed granite or suitable alternate material may be approved by the City Engineer in lieu of more durable paving on residential driveways.

D. SUPPLEMENTAL DEVELOPMENT REGULATIONS

The following provides development regulations for use in reviewing deviations from the minimum standards of the zone permitted with a discretionary planned development permit. These apply to all areas within Del Mar Mesa unless more specific development requirements are provided below.

1. Site-specific Development Regulations

The following provides minimum standards for specific parcels within Del Mar Mesa to be applied when reviewing tentative maps and discretionary development permits. Where these standards conflict with other provisions of the Plan, the Site-specific Development Regulations shall apply. A Planned Development Permit is necessary to implement these where there are conflicts with base zoning.

a. Shaw Texas (Area No. 61 on Figure 30)

- Minimum Lot Size: 12,000 square feet
- Within the approximately 70-acre area located within the southwest portion of the Shaw property, residential and accessory uses, including public streets and any other facilities, shall be limited to a maximum of 25 percent of the area and clustered on the flatter portions, with no disturbance on slopes or the 75 percent that remains on the lots as open space. All brush management shall be accommodated within the defined development area.
- In the approximately 70-acre area located within the southwest portion of the Shaw property no development shall occur within 60 feet of the designated MHPA boundary, except brush management activities, public and private roads and driveways.
- A culvert to facilitate wildlife movement shall be provided where Carmel Mountain Road crosses the Urban Amenity Open Space area on the northern portion of the parcel. This project is a Del Mar Mesa PFFP and FBA funded improvement.
- Per a private agreement, Area No. 62 on Figure 30 has been conveyed to the resort hotel and golf course property owner. The density associated with Area No. 62 corresponding to the allocation for AR-1-1 parcels designated for development is transferred to the Shaw Texas site. This equates to seven dwelling units corresponding to the one dwelling unit/2.5 acre allocation. This should be memorialized in the discretionary permit for each project.
- A conceptual layout of the Shaw Texas project is shown in **Figure 25**. This layout, developed in consultation with City staff, identifies steep slopes and biological impacts, provides an Urban Amenity Open Space corridor as designated in the specific plan and clusters development to

maintain the viability of a critical wildlife corridor on the southwestern edge of the project. This conceptual site plan may be refined based on further City review of the tentative map. An alternative conceptual development plan is shown in **Figure 27**.

Should the Shaw/Texas and Lorenz properties be processed as one PDP, then the following criteria shall apply:

- There is no increase in the number of dwelling units that may be achieved on the properties. The combined dwelling unit count shall be consistent with the dwelling unit count already approved for the Shaw/Texas and Lorenz properties.
- Homes shall be sited to avoid a standard tract development pattern. In order to achieve this goal the following design concepts shall be incorporated into the project:
 - Initial home construction shall include a minimum of 25 percent of the homes as single story.
 - The design of each home shall include a similar level of detail, such as varying wall planes, projections and recesses and similar quality of design and materials on all proposed elevations.
 - Houses shall avoid large unbroken wall planes, incorporating openings, projections, recesses and changes in plane and building detail.
 - Homes shall incorporate the use of overhangs and building shapes in a way that results in the creation of usable outdoor spaces.
 - The project shall be designed so that adjacent homes shall not have similar elevations.
 - The rear elevations of homes shall include offset wall planes to achieve a variety of setbacks.
 - Lot widths may vary. However, the minimum lot width shall be no less than 90 feet (as measured from the mid-point of the building pad). A minimum of 25 percent of the rim lots shall be 100 feet wide.
 - Earthen berms shall be provided along Carmel Mountain Road, except adjacent to open space and locations where project entrances occur and intersections or where there are physical constraints which would prohibit such berming.
 - The maximum lot coverages for the project shall be 30 percent for two-story homes and 40 percent for single story homes.
 - The minimum sideyard setbacks shall be 30 feet between two adjacent two-story homes and 25 feet between any two homes in which at least one is one story. A minimum side yard setback of ten

feet shall be provided between the house and the property line, except along the street side yards which shall be a minimum of 15 feet.

- The location of the garage shall be subordinate to the main home. By reducing the visual impact of the garage, homes may be able to avoid the standard tract appearance and reduce the bulk and scale of the structures. The large lots provide the opportunity to place the garages to the rear of the homes, detached from the homes and oriented away from the street or designed to be side-loaded. Non-front loaded garages may have a 15-foot front yard setback.
- Measures to accommodate the multiuse trail and the 12- to 14-foot multiuse undercrossing within the Urban Amenity upon the Shaw/Texas parcel shall be made if the City and/or community secure the necessary approvals from adjoining properties and supplemental funding is provided in the FBA to cover incremental increases in construction costs.

b. Lorenz Parcel (Area No. 70 on Figure 30)

- Del Mar Mesa, the permitted density for this parcel is one dwelling unit/2.5 acres. The Lorenz parcel could accommodate approximately 32 units (78.4 acres at one dwelling unit/2.5 acres). An additional 15 dwelling units (as per Development Agreement No. 00-18571) may be transferred from the Deer Canyon parcel (Area No. 50 on Figure 30) to the Lorenz parcel resulting in a maximum of 47 units. The Deer Canyon parcel will be transferred to City ownership as per the terms of Development Agreement No. 00-18571. This is consistent with the Plan. The 15 dwelling units associated with the Deer Canyon parcel may also be transferred to other development areas within the Del Mar Mesa community or the NCFUA, per a separate agreement with the City.
- All brush management shall occur within the defined development area for lots contiguous to the MHPA. Deviations from brush management standards shall be considered if they are consistent with the Alternative Compliance provision of the Landscape Technical Manual. Fencing will be located at the limits of the development area.
- Minimum Lot Size: .4 acres. This can be adjusted to accommodate the dwelling unit allocation of 47 dwelling units. Setbacks, coverages and lot size limitations shall be adjusted to accommodate the unit allocation. If the Shaw/Texas and Lorenz properties are developed under one PDP, then the site-specific regulations described above for the Shaw/Texas property shall apply and the project shall be designed to be consistent with these regulations.
- Conceptual Land Use Areas for the Lorenz parcel are shown on **Figure 26**. An alternative conceptual land use plan is shown on **Figure 27**. This

is the applicable conceptual land use plan should the Shaw/Texas and Lorenz properties be developed as one PDP.

- Should Shaw/Texas and Lorenz be processed as one PDP, then the design criteria as described in Section 10a (Shaw/Texas parcel) shall apply.

c. Mesa Verde Property (Area Nos. 19, 20, 22, 29 and 43 on Figure 30)

- Minimum Lot Size: 15,000 square feet
- Minimum Setbacks: 25 feet (front), 15 feet (side), 25 feet (rear)
- Brush Management: Consistent with citywide regulations
- Defined development area is specified in **Figure 28**

d. Resort Hotel and Golf Course Property (Area No. 75 on Figure 30)

- Minimum Lot Size: 10,000 square feet
- Brush Management: For residential lots adjacent to the golf course, Brush Management Zone 1 shall be located within the defined development area with the remainder of brush management, per citywide regulations, located in the designated open space.
- Permitted Uses: Uses adjacent to the open space and the MHPA can include recreation, golf courses and driving ranges, streets, parking lots, utility lines, essential public projects, agriculture, resort hotel and dwelling units.
- Road Standards: Rural road standards should be encouraged for the resort hotel and golf course project. This would discourage curbs, gutters, sidewalks and street lights. Private roads may be considered with approval of a PDP for the property.
- A 300-room resort hotel may be considered for the resort hotel and golf course project, consistent with Section III.A.5. of the Plan.
- Per a private agreement, Area No. 62 depicted in **Figure 30** has been conveyed to the resort hotel and golf course property owner. The density associated with this parcel corresponding to the allocation for AR-1-1 parcels designated for development will be transferred to the Shaw Texas site and shall not be included in the residential density calculation for the resort hotel and golf course project. This should be memorialized in the discretionary permit for each project.
- The designated Urban Amenity Open Space area through the property provides an alternative east-west corridor for wildlife movement. If fencing is proposed within the proposed golf course on the resort hotel and golf course property, it should not inhibit wildlife movement through this area. In areas where fencing is appropriate, split-rail type not to exceed four feet in height is recommended. No night lighting of

the golf course, driving range or other accessory facilities is permitted, except low-sodium lights for safety purposes.

- Consistent with the agreements made with the California Department of Fish and Game and U.S. Fish and Wildlife Service, a two-lane access road from Carmel Country Road was constructed to enter the project. The precise size and alignment of this road was defined during review of the tentative map and associated discretionary permits.

e. Del Mar Mesa Estates and Lone Tree Estates (Stephens Parcel, Area No. 67 and 79 on Figure 30)

- Approximately 18 acres within Area No. 67 are located within the Carmel Valley Neighborhood 8 Precise Plan and are within the "Planned Urbanizing" area. The Neighborhood 8 Precise Plan designates this area as Open Space and it is zoned AR-1-1. The density associated with this parcel corresponding to the one dwelling unit/ten-acre density (rounded down to the lower whole number) may be clustered on the flatter portion of the site located within Del Mar Mesa.
- In addition, a portion of Area No. 79 is located within the Planned Urbanizing Area within Carmel Valley Neighborhood 8. Consistent with the above paragraph, the precise acreage designated Planned Urbanizing shall be determined and the density associated with this area corresponding to the zoning may be clustered on the flatter portions of the site.
- Del Mar Mesa, the permitted density on the remainder of Area Nos. 67 and 79 as depicted in the Del Mar Mesa Specific Plan, is one dwelling unit/2.5 acres. The total density for the project equals this number plus the dwelling units associated with land within the Planned Urbanizing Area. For Area No. 67, this equates to a maximum of 18 dwelling units.
- The MHPA boundary may be adjusted consistent with Section III.B.5 of the Del Mar Mesa Specific Plan. Consideration shall be given to increasing the development area shown on APN 308-010-021 in exchange for the preservation of APN 308-010-019 as open space.
- Lot configuration and site design should emphasize canyons, hillsides and ridges as the visual focal points of the neighborhood. The layout of the lots and streets with contour grading shall adapt to the existing topography and natural features, avoiding standard lot sizes and shapes and large amounts of cut and fill.
- The project shall give special attention to the street edges and landscaping to enhance the rural character of homes, open space and views. The street edge should be designed to retain existing natural features and limit site improvements to landscape elements.
- A ten-foot-wide unpaved multiuse trail shall be provided adjacent to Del Mar Mesa Road. In addition, **Figure 20** shows an equestrian trail to the

north of Del Mar Mesa Road along the ridge. This trail shall be located within the defined development area.

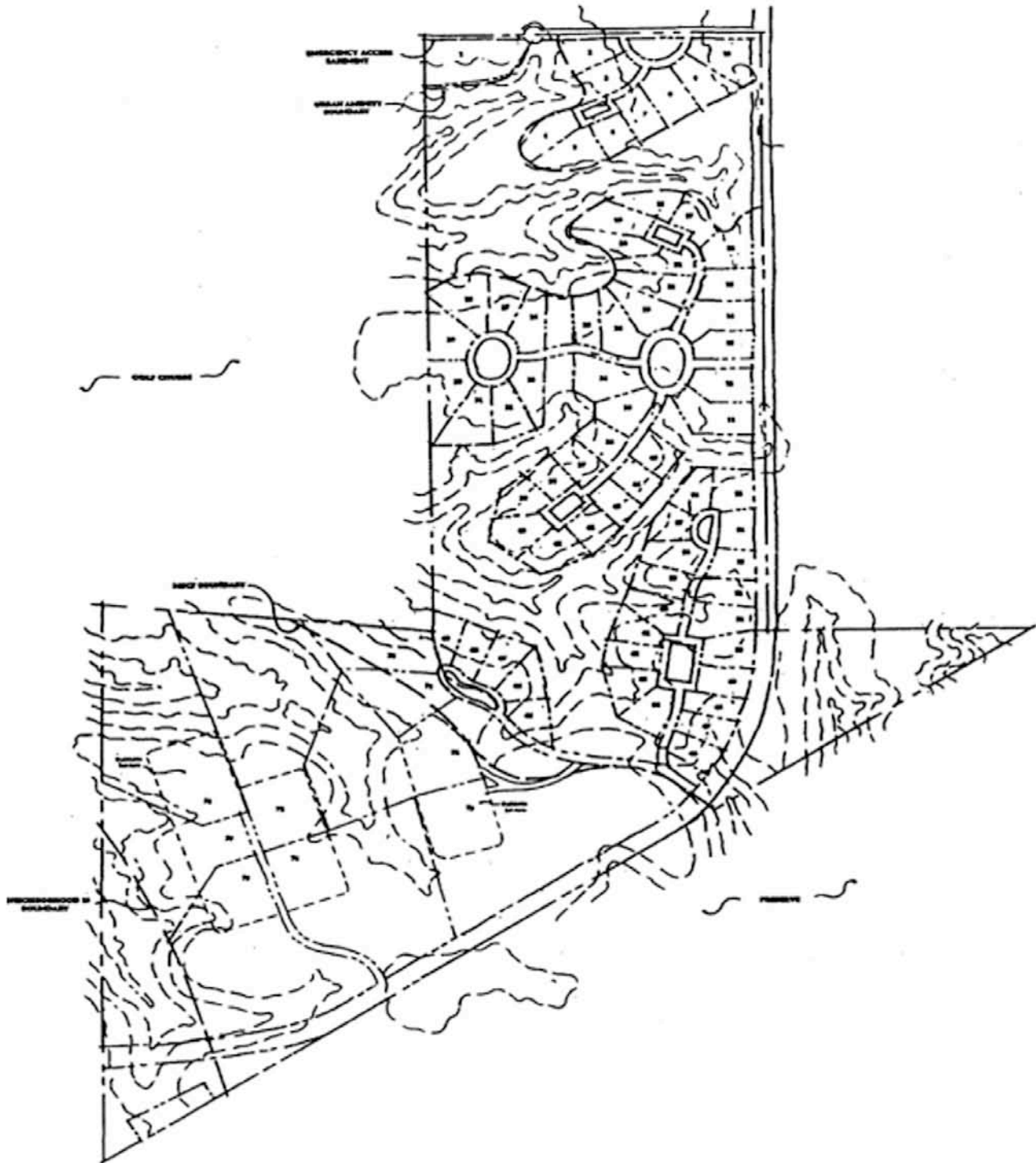
- Streets, drives, parking and emergency vehicle access shall be aligned to conform, as closely as possible, to existing grades to minimize the need for graded slopes. Contour grading should be used to minimize the amount of 2:1 slopes.
- Grading shall be limited to building areas and corridors essential to development of the dwelling units.
- Private streets may be considered for this project with a planned residential development permit.

f. Schlacter Parcel (Area No. 58 on Figure 30)

- The area of disturbance for residential development on this parcel and Brush Management Zone 1 shall be limited to 25 acres and be located in the defined development area as shown on **Figure 5** and **Exhibit A** (the adopted Del Mar Mesa land use map) adopted concurrent with the specific plan.
- With a Planned Development Permit, minimum lot size can be deviated from in order to achieve the dwelling unit allocation for this parcel.
- The project shall incorporate an eight-foot-wide trail connection, as shown on **Figure 20**, to maintain a linkage to designated trail areas to the east.
- The area utilized for residential development and Brush Management Zone 1 on this parcel shall be limited to 25 acres. Areas located within the MHPA that are necessary for public trails, required Road Survey 65 right-of-way, other subarea-wide facilities and Brush Management Zones 2 and 3 shall not be included within the area limitation.
- Grading and cut/fill slopes are generally prohibited outside the 25-acre development area boundary. "Daylight" cuts and fills are encouraged where grading is necessary adjacent to the MHPA. However, due to the presence of several ravines, avoiding grading outside the defined development area in accordance with the above policy would result in an irregular or inefficient lot or street pattern. Therefore, under limited circumstances, graded slopes may extend outside the 25-acre development area, but only within the limit of the Zone 2-3 brush management area. Where this occurs, the area of grading disturbance shall be re-vegetated in-kind with native plant species as a condition of the implementing tentative map and/or planned development permit. Variable slope gradients and contour grading shall be utilized where feasible to simulate adjacent natural slope conditions.

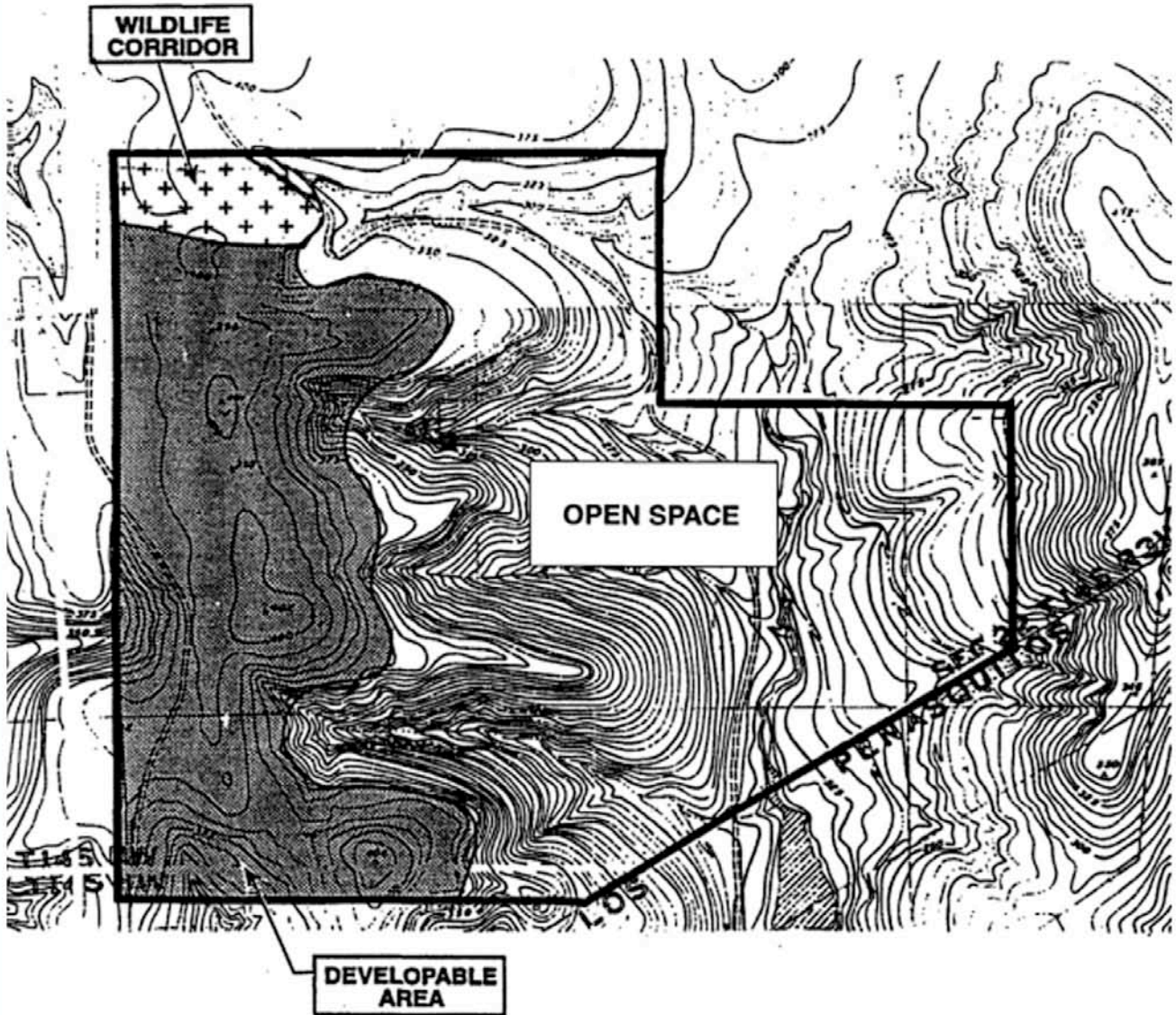
g. Schmid Parcel (Area No. 59 on Figure 30)

- Minimum Lot Size: 15,000 square feet
- Road access shall be located along the southwestern edge of the property adjacent to the Urban Amenity Open Space
- The easternmost lot shall accommodate all brush management within the defined development area subject to the Alternative Compliance provision of the Landscape Technical Manual.

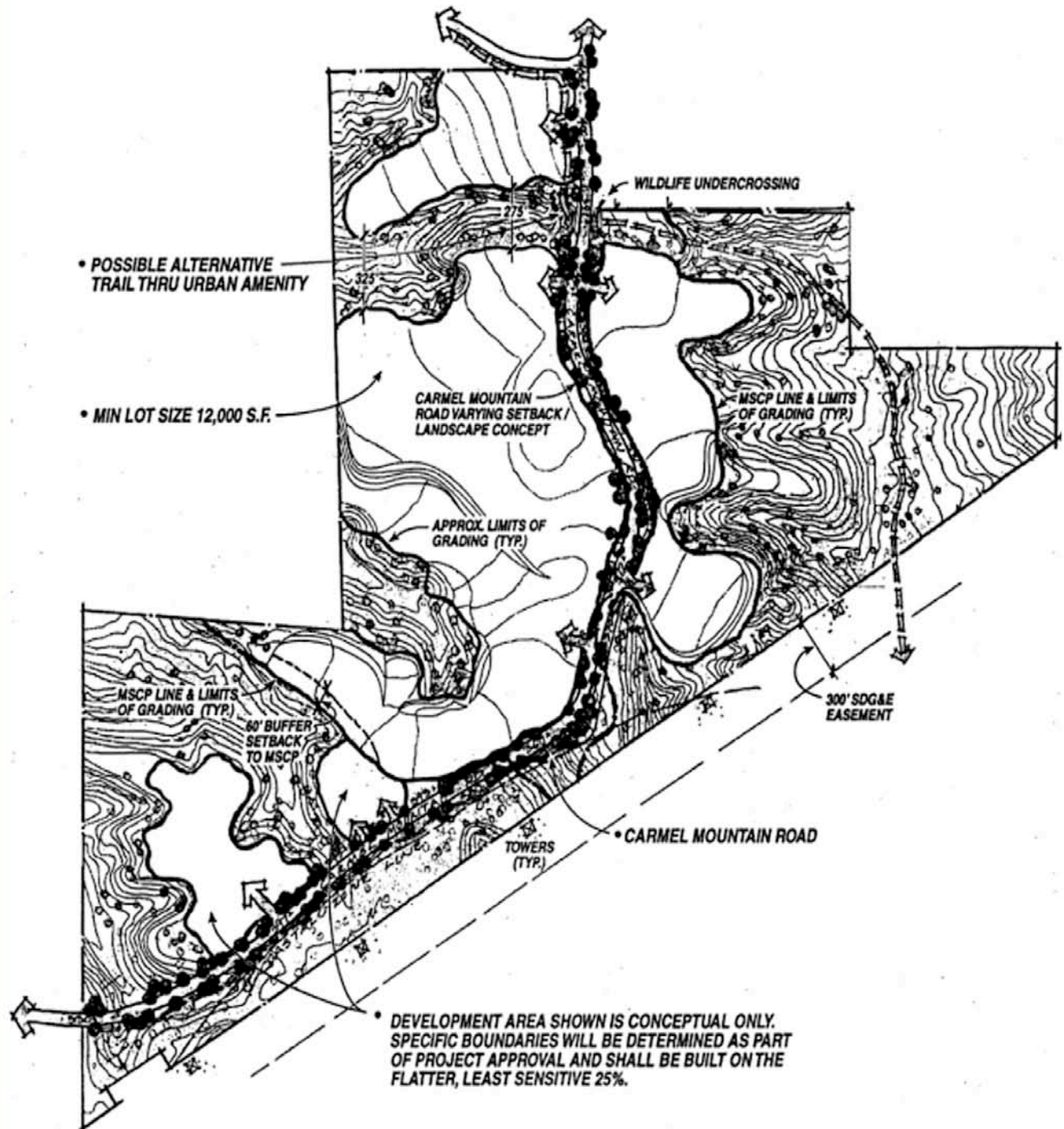


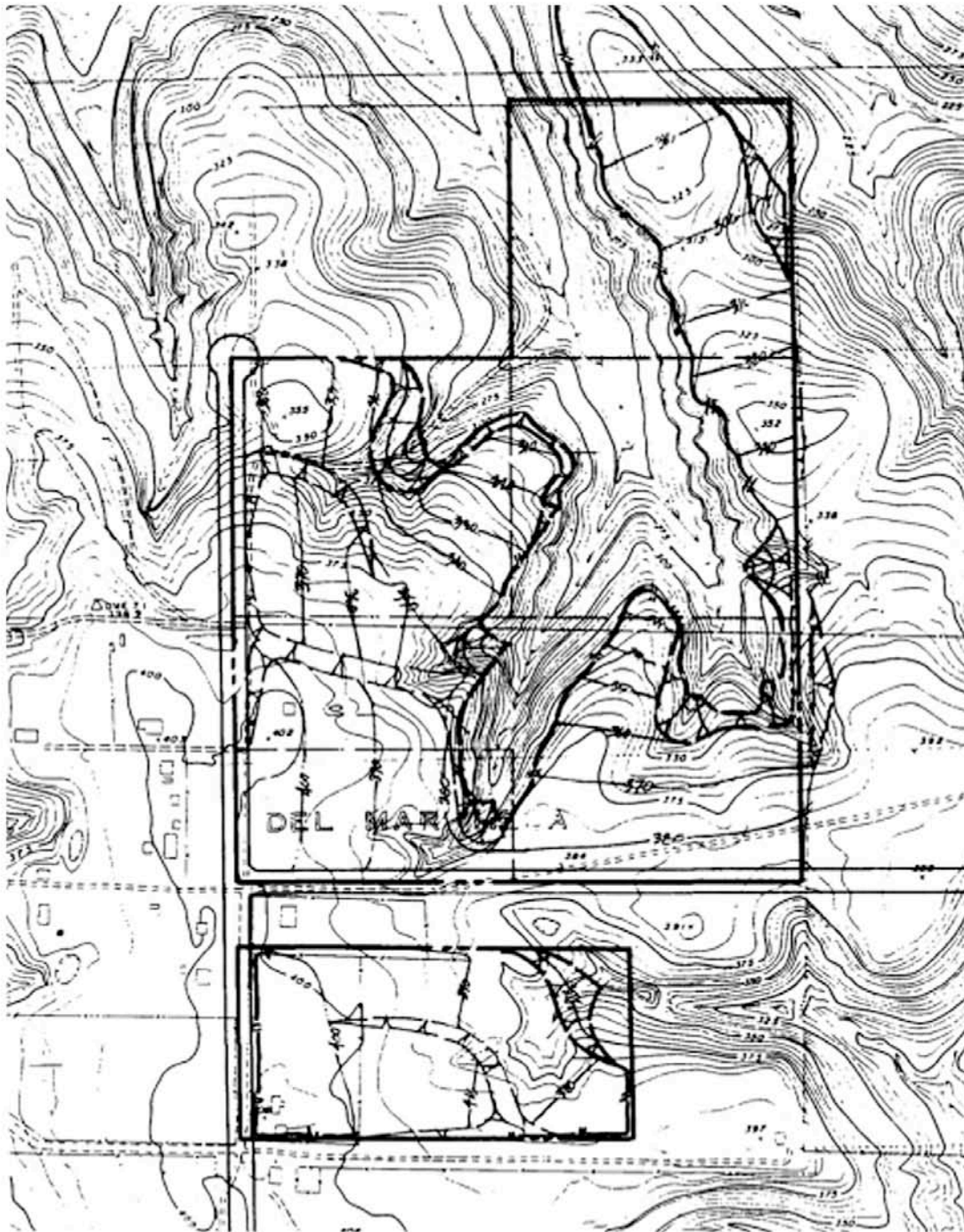
Shaw Texas - Conceptual Site Plan
Del Mar Mesa Specific Plan

25
FIGURE



Lorenz Parcel - Conceptual Land Use Areas
Del Mar Mesa Specific Plan





* Grading is conceptual only and may be refined with tentative map



Mesa Verde - Development Area*
Del Mar Mesa Specific Plan

28
FIGURE

E. ENVIRONMENTALLY SENSITIVE LANDS REGULATIONS AND THE DEL MAR MESA SPECIFIC PLAN REGULATIONS

The Resource Protection Ordinance (RPO) was adopted by the City in 1989. The purpose and intent of this ordinance was “to protect, preserve, and, where damaged, to restore the environmentally sensitive lands of San Diego.” The provisions of the ordinance are applicable to floodways and 100-year floodway fringe areas, all wetland and wetland buffer areas, all natural hillside areas of 25 percent or greater, biologically sensitive lands and significant prehistoric and historic sites and resources. Permitted uses and development regulations relative to these environmentally sensitive lands were established in the resource protection ordinance and are described below for the Plan area.

The Plan was originally adopted when the RPO was in effect. The adoption of the Plan amended RPO excluding the Del Mar Mesa community from the RPO regulations located in the San Diego Municipal Code and replacing RPO with the regulations contained in the Plan. Although projects within Del Mar Mesa still required a RPO permit, the projects were evaluated for conformance to the regulations contained in the specific plan, rather than the Municipal Code. The regulations in the Plan were written to be consistent with the Environmentally Sensitive Lands regulations (ESL) that implement the MSCP program and would replace RPO in the Municipal Code when the Land Development Code was adopted.

With the adoption of the Land Development Code in January 2000, the RPO was replaced by the ESL regulations. The adoption of the LDC eliminated the RPO permit, replacing it with regulations that each project must conform to in order to be approved. Although a RPO permit will not be required, projects within the community of Del Mar Mesa must conform to the regulations included in this Plan and a finding of conformance with these regulations must be made in order to approve any proposed projects in the community. Where the Plan is silent, the ESL regulations are the applicable regulations.

The RPO acted to protect environmental resources on a parcel-by-parcel basis, as land is developed. Council Policy 600-40, which addressed the preparation of long-range plans, was adopted in 1991 to ensure that comprehensive analyses of larger planning areas be conducted consistent with RPO. The Council's objective was to ensure that long-range plans, such as this Plan, were prepared consistent with the purpose and intent of RPO so that conflicts between long-range plans and future development permits which were subject to RPO were reduced.

Specifically, the purpose of the policy was to provide guidelines for the preparation of long-range plans that:

1. Ensured thorough analysis of site constraints and opportunities early in the planning process;
2. Aided in the review of permits and maps for projects in the planning areas;
3. Ensured the protection of environmental resources by preserving contiguous open space systems and providing mechanisms to acquire or protect those resources; and
4. Ensured that adopted land use policies and objectives are considered in the context of the suitability of the planning area for development.

An analysis, focused on biologically sensitive lands as described in the MSCP Subarea Plan, was conducted by the City's MSCP staff for the Plan. The open space and MHPA boundaries were developed in cooperation with the U.S. Fish and Wildlife Service, the California Department of Fish and Game, property owners, developers and environmental groups in an effort to achieve consolidation of larger habitat areas and preservation of ecosystem connections within the Plan.

The Plan was developed to be consistent with the ESL Regulations, which were adopted by ordinance on January 12, 1998, by the City Council, Ordinance number 18456. The ESL Regulations replace the RPO and were designed to better implement the goals of the MSCP.

Development and open space boundaries developed as part of the MSCP planning effort were also analyzed to quantify impacts to steep slopes and evaluate consistency with RPO. The Plan area contains a total of 712 acres of steep slopes. The worst-case scenario assumes that 130 acres of steep slopes, or 18 percent, could be impacted based on the development areas shown. When this encroachment into hillsides is added to the assumed encroachment into biologically sensitive lands, the Plan development program is within the maximum encroachment limitations defined in RPO, when looking at the Plan area as a whole.

Because the above analysis was conducted in conformance with City Council Policy 600-40, RPO, the MSCP and the ESL Regulations, it is deemed to be an adequate analysis of the constraints and opportunities of the Plan with respect to biological and hillside resources, as of the effective date of this Plan. Therefore, for projects within the Estate Residential area, with respect to hillside and biological impacts, decision makers exercising discretion to issue a discretionary permit shall utilize a standard of review of substantial conformity with the Plan.

Projects within the Plan area which impact biologically sensitive land shall comply with the supplemental regulations for resource management set forth in Section IV. F

Projects within the Plan area which impact steep slopes shall comply with the supplemental regulations for resource management set forth in section IV.F. Individual projects within the Estate Residential area shall not be subject to steep hillside encroachment limitations contained in RPO or the ESL Regulations because the analysis conducted in connection with adoption of the Plan has determined that RPO/ESL has been complied with comprehensively in this regard for the entire Plan area.

For other resources regulated by RPO and/or ESL, such as floodplains, wetlands and archeological resources, there was insufficient information available at the time of Plan preparation to conduct an adequate analysis pursuant to City Council Policy 600-40. Therefore, it is anticipated that subsequent discretionary review will be required pursuant to applicable Municipal Code provisions regulating these resources.

Concurrent with adoption of the Plan, the RPO was amended to provide an exemption for projects where development activity is wholly located in the development area, and where development activity observes a 100-foot setback from wetlands, designated floodplains and identified archeological resources, or when development would not demolish or substantially alter a designated historical resource. The RPO was also amended to delete the exemption for single-family residences for parcels wholly or partially within the MHPA. This amendment was necessary to ensure that any development occurring within the proposed preserve area will be located upon the least sensitive portion of the site. These amendments are consistent with the adopted ESL Regulations.

Although a project no longer must obtain a RPO permit, projects are still subject to the supplemental regulations for resource management contained in this specific plan in place of the regulations and definitions in RPO. With the adoption of the ESL regulations, the RPO was repealed and the ESL regulations shall be applicable, except that in any instance where the ESL regulations directly conflict with the Plan or the supplemental regulations for resource management, the Plan and the supplemental regulations for resource management shall control.

All development in Del Mar Mesa is subject to requirements of the California Environmental Quality Act (CEQA). The Del Mar Mesa Master Environmental Impact Report was approved for the Plan area. It is anticipated that environmental review of future projects within the Del Mar Mesa community will be facilitated by this Master EIR.

F. SUPPLEMENTAL REGULATIONS FOR RESOURCE MANAGEMENT

The Plan supersedes where inconsistent with and otherwise supplements the ESL regulations by providing the following supplemental regulations for resource management. These regulations are intended to be consistent with the Multi-Habitat Planning Area boundaries and the ESL regulations which replaced the Resource Protection Ordinance in furtherance of implementing the MSCP. In any instance where the ESL regulations directly conflict with the Plan or these supplemental regulations for resource management, the Plan and the supplemental regulations for resource management shall control. Environmental Impact Report No. 95-0353 prepared for the Plan analyzed those resource regulations specified in the Plan.

1. Wetlands and Wetland Buffers

Wetlands are defined as land which is transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or where the land is covered by shallow water and waters of the United States. Wetlands include all waters subject to the ebb and flow of the tide, including lagoons, estuaries, marshes, mudflats, rivers, streams (including intermittent streams) and associated riparian habitat, natural ponds and lakes, vernal pools and manmade impoundments and drainages with biological value. Wetlands typically display hydrophytic vegetation, hydric soils and characteristic hydrology. Due to seasonal fluctuations and past disturbances by humans, all three components may not be present. To be considered a wetland within this definition, the area must have one or more of the following characteristics:

- a. At least periodically, the land supports predominantly hydrophytes, as defined in the Unified Federal Method Manual (Federal Manual for Identifying and Delineating Jurisdictional Wetlands, January 19, 1989), on file in the City Clerk's Office as Document No. 00-17602;
- b. The substrate meets the criteria for hydric soils, including aquatic soils, as described in the Unified Federal Method Manual; or
- c. The substrate is saturated with water or covered by shallow water at some time during the growing season of each year, or if the hydrologic conditions meet the criteria in the Unified Federal Method Manual.

Wetland Buffers are defined as lands which provide a buffer area of an appropriate size to protect the environmental and functional habitat values of the wetland.

Permitted uses within wetlands are limited to wetlands-related scientific research, wetland restoration projects where the primary purpose is restoration of the habitat, and essential public service projects where it has been demonstrated that there is no feasible less environmentally damaging location or alternative, and where mitigation measures have been provided that assure there is no net loss of wetland habitat function or value. Permitted uses in wetland buffer areas are limited to the uses permitted in wetlands, passive recreational uses such as access paths, public viewpoints, and informational signs, provided

that all necessary mitigation measures are incorporated to protect the adjacent wetlands, and improvements necessary to protect adjacent wetlands, provided that such uses are compatible with protecting wetlands.

A wetlands delineation has not been conducted for the specific plan area; however, based on the vegetation mapping provided in the accompanying EIR, it is anticipated that wetlands may occur on site within areas designated for development. A wetlands delineation shall be required with future discretionary actions to map the precise locations and analyze the potential impacts to wetlands. Development, other than that described above as permitted uses, shall not be allowed within wetlands and wetland buffers. Additionally, numerous vernal pools (approximately 111 acres of habitat) are present in the eastern portion of the specific plan area, which is not designated for development.

Amendments to citywide regulations related to wetlands and wetland buffers have been made in conjunction with the ESL regulations which replace RPO. The wetlands and wetland buffer regulations contained in the Plan have been superseded in their entirety by the adopted ESL regulations.

2. Floodway

The floodway is all land in a 100-year floodplain not lying within a designated floodway. The floodway and 100-year floodplain are identified in the most currently available set of Federal Emergency Management Agency (FEMA) maps covering the City of San Diego, on file with the City's Floodplain Administrator. Permitted uses in the floodway shall be those uses permitted by the underlying zone, subject to the following regulations and the regulations and restrictions of the underlying zone.

New roadways and roadway expansions, except local access roadways, shall be allowed only where indicated in an adopted community plan, the Plan, or identified in the Circulation Element of the General Plan. Low-intensity recreational uses may be permitted.

Within the 100-year floodway, permanent structures and/or fill for permanent structures, roads and other public improvements will be allowed only if the applicant can demonstrate that:

- a. The development is capable of withstanding periodic flooding and does not require the construction of off-site flood protective works including, but not limited to, artificial flood channels, revetments and levees. Flood protection works may be permitted to protect new or existing roads which are identified in the Circulation Element of the General Plan and applicable community plans;
- b. Existing biologically sensitive lands and wetlands and wetland buffers will not be disturbed;

- c. Grading and filling are minimized and harm to the environmental values of the floodway is minimized;
- d. The design of the development incorporates the findings and recommendations of both a site-specific and watershed hydrologic study in order that: (1) there will be no increase in the peak runoff rate from the fully developed site as compared to the discharge that would be expected from the existing undeveloped site as a result of the most intense rainfall expected once every ten years during a six hour period; and (2) the development neither significantly increases nor contributes to downstream bank erosion and sedimentation of wetlands or other biologically sensitive lands; and
- e. There will be no significant adverse water quality impacts to downstream wetlands and other biologically sensitive lands.

Floodplains subject to the 100-year flood have been identified by FEMA for portions of the Plan area. Specifically, Shaw Valley Creek, a tributary of Carmel Valley Creek, is located in the western portion; Deer Canyon Creek is located along the northern boundary and joins with McGonigle Canyon Creek to form Carmel Valley Creek; and unnamed tributaries of Los Peñasquitos Creek are along the southern boundary of the Plan. Areas within the floodplain of Shaw Valley Creek are designated for development; however, a hydrologic study has not been prepared as part of the Plan. Future development within the floodplain will be required to meet the above regulations if fill for permanent structures or roadways is proposed.

3. Sensitive Biological Resources (other than Wetlands and Wetland Buffers)

Sensitive biological resources are defined as land which supports sensitive vegetation or the habitats of rare, endangered, or threatened species or subspecies of animals or plants as defined by the California Endangered Species Act, or the Federal Endangered Species Act, or as otherwise defined in the Land Development Code. Within the Plan area, all lands located within the City of San Diego MHPA are considered sensitive biological resources. Sensitive biological resources may also include areas that support sensitive species of plants or animals.

Permitted uses in areas containing sensitive biological resources shall be those uses permitted by the underlying zone subject to the following regulations and the regulations and restrictions of the underlying zone.

Projects within the Estate Residential area which impact biologically sensitive land will not be required in subsequent ESL review to avoid those resources or comply with encroachment limitations provided that the project conforms with the Estate Residential area established in the Plan and, appropriate mitigation is provided for biological impacts of the project in accordance with subsequent impact analysis conducted in accordance with CEQA and city standards related to mitigation for biological impacts in effect at the time of impact and, the taking of habitat or species within the Estate Residential area is not precluded

by state or federal law or the Take Authorizations or Permits issued to the City by the state or federal governments pursuant to the MSCP.

For properties located wholly within the Resource Based or Urban Amenity Open Space areas, a maximum of 25 percent of the site may be developed with the development area sited upon the least sensitive portion of the site. For properties located partially within the Resource Based or Urban Amenity Open Space areas and partially within the Estate Residential area, any development must occur on the portion of the site outside the Resource Based or Urban Amenity Open Space areas first. If the portion of the site within the Estate Residential area is less than 25 percent of the site area, then encroachment into the Resource Based or Urban Amenity Open Space areas may be permitted to achieve a 25 percent development area.

4. Steep Hillsides

Hillsides occur throughout the specific plan area with the majority of steep slopes located in the northeastern and southern portions of the community which are associated with Deer Canyon, Shaw Valley and Peñasquitos Canyon. The development area is concentrated in the western portion of the plan and would result in the loss of approximately 51 acres of hillsides through future grading and development.

Steep hillsides are defined as all lands having a slope with a natural gradient of 25 percent or greater, (25 feet of vertical distance for each 100 feet of horizontal distance) and a minimum elevation differential of 50 feet.

Permitted uses in the hillside areas shall be those uses permitted by the underlying zone subject to the following regulations and the regulations and restrictions of the underlying zone and the Environmentally Sensitive Lands when applicable to the hillside portion of a parcel.

All development occurring in steep hillsides must comply with the Steep Hillside Guidelines and the City's Grading Regulations. The proposed development shall minimize the alteration of natural landforms and create only new slopes that topographically resemble natural landforms of the surrounding area. Structures proposed on steep hillsides shall be designed to fit the hillside by incorporating construction techniques that minimize alteration of the existing hillside conditions.

Newly created slopes shall not exceed a gradient of 50 percent. Disturbed portions of the site in 25 percent or greater slopes shall be re-vegetated or restored in accordance with the City's Landscape Regulations. All future development proposals which encroach into steep hillsides will require a site specific analysis to determine the precise level of impacts to steep slopes and the corresponding mitigation requirements.

5. Significant Prehistoric and Historic Sites and Resources

Significant prehistoric and historic sites and resources are defined as locations of prehistoric or historic resources that possess unique cultural, scientific, religious or ethnic value of local, regional, state or federal importance. These resources are limited to designated historical resources and historical districts (i.e., prehistoric or historic districts, sites, buildings, structures, or objects included in the State Landmark Register, or the City of San Diego Historical Sites Board List, or included in or eligible for inclusion in the National Register of Historic Places), important archaeological sites (i.e., areas of past human occupation where important prehistoric or historic activities or events occurred such as villages or permanent camps), and traditional cultural properties (i.e., locations of past or current traditional religious or ceremonial observances of importance to an identifiable ethnic group or which are central to a group's origins as a people such as burials, pictographs, petroglyphs, solstice observation sites, traditional gathering areas and sacred shrines).

Permitted uses in lands containing significant prehistoric and historic sites and resources shall be those uses permitted by the underlying zone subject to the following regulations and the regulations and restrictions of the underlying zone.

Substantial alteration, demolition, destruction, removal or relocation of any designated historical resource or any historical building or structure located within a historical district shall not be permitted. Minor alteration of any designated historical resource, or any historical building or historical structure located within a historical district, or any new construction within a historical district may be permitted if the minor alteration or new construction would not adversely affect the special character or special historical, architectural, archaeological or cultural value of the resource.

Important archaeological sites shall be preserved in their natural state, except that up to 25 percent encroachment into any important archaeological site may be permitted if necessary to achieve a reasonable development area. This 25 percent encroachment includes all grading and construction. An additional encroachment of up to 15 percent, for a total encroachment of 40 percent, into important archaeological sites may be permitted for publicly-owned parks and recreation facilities, public schools and major streets if the development is sited, designed and constructed to minimize adverse impacts to important archaeological sites and where it has been demonstrated that there is no feasible, less environmentally damaging location or alternative. Any encroachment into important archaeological sites shall include preservation through avoidance of the remaining portion of the important archaeological site and implementation of a research design and excavation program that recovers the scientific value of the portion of the important archaeological site that would be lost due to encroachment.

Development shall not be permitted in any traditional cultural property unless all feasible measures to protect and preserve the resource are required as a condition of development approval.

Alterations and improvements to prehistoric and historic sites and resources that enhance, restore, maintain or repair the site or resource and which do not adversely affect the special character, or special historical, architectural, archaeological or cultural value of the prehistoric and historic site or resource may be permitted.

A survey to identify prehistoric and historic sites and resources has been completed for the subarea plan. Only the resources located within the resort hotel and golf course property have been evaluated to determine their significance and no resources within this property have been deemed significant. The remaining portions of the specific plan contain numerous (more than 30) sites or resources that have not been evaluated. Site-specific evaluation shall be completed for any future subdivision or development plan to determine the allowable development area, the precise level of impacts to significant prehistoric or historic sites or resource and the corresponding mitigation requirements.

G. FACILITIES FINANCING AND FEES

Public Facilities Financing Plan

In conjunction with development of the Plan, a public facilities financing plan replaced the interim development impact fee and was adopted concurrently with the Plan. The Framework Plan was adopted with the assumption that a phase shift would take place. The Del Mar Mesa Specific Plan was adopted in place of a phase shift. Because any financing element needs to be inclusive, the revised fee analysis addresses financing of those facilities that are specific to Del Mar Mesa as well as a share of the facilities in other areas of the NCFUA assumed necessary that will serve Del Mar Mesa.

In addition to the facilities outlined above, the financing element includes an anticipated phasing schedule and estimated cost for the identified facilities. The Facilities Benefit Assessment (FBA) for Del Mar Mesa is based on the facilities needs specific to Del Mar Mesa and the fair share of the projects needed for the total Future Urbanizing Area. For the purpose of developing a FBA, staff has made assumptions on facilities needs based on the projected population of Del Mar Mesa at build-out.

The Carmel Valley Trunk Sewer construction is to be funded through a Facilities Finance Benefit Assessment. All projects that discharge to this trunk sewer will be charged with that assessment upon pulling building permits. The cost per dwelling unit will be determined with the completion of the Carmel Valley Trunk Sewer Master Plan. Developers will provide a letter of commitment to participate in the FBA District. Additionally, a participation agreement will be entered into for all developments where the flows discharge into the Carmel Valley Trunk Sewer.

Specific Plan Preparation Fee

In accordance with Government Code Section 65456, a Specific Plan Preparation Fee shall be assessed on a per unit basis prior to the issuance of building permits to partially recoup City costs in preparing the Plan.

School Financing

The impact of development within Del Mar Mesa on regional school facilities shall be borne by property owners within the Plan area on a fair share basis. The effected school districts have developed financing plans which identify impacts attributable to projected development and revenue generation mechanisms necessary to mitigate these impacts.

With respect to the Poway Unified School District (PUSD), impacts are capable of being adequately mitigated by and the financing plan relies upon, the district levying school facilities fees ("Statutory School Fees") pursuant to Government Code Sections 53080 *et seq.* and 65995 *et seq.*

With respect to the Del Mar Union School District (DMUSD), Statutory School Fees are not adequate to fully mitigate for school facility impacts. Therefore, prior to City approval of any subdivision, planned development or other discretionary residential development application within the DMUSD, the City shall require each applicant to obtain a Certificate of Compliance or a Certificate of Exemption from the DMUSD. A Certificate of Compliance will be issued by the DMUSD only after the applicant has executed a School Facilities Funding and Mitigation Agreement (in a form substantially similar to the agreement set forth in **Appendix C**) agreeing to pay the specified Mitigation Payment or acquiescing to be annexed into Community Facilities District No. 95-1 of the DMUSD. A Certificate of Exemption shall be issued solely at the discretion of the DMUSD and only when, after analyzing the project, the DMUSD determines that the applicant should not be required to execute a School Facilities Funding and Mitigation Agreement. The DMUSD has agreed to defend, indemnify and hold the City of San Diego harmless from any claim, action, or proceeding against the City arising from or related to the City's requirement that each applicant obtain a Certificate of Compliance or a Certificate of Exemption from the DMUSD prior to project approval to the extent provided in such Indemnification Agreement (See **Appendix C** for Copy of Agreement).

With respect to the San Dieguito Union School District (SDUSD), Statutory School Fees are not adequate to fully mitigate for school facility impacts. Therefore, prior to City approval of any subdivision, planned development or other residential development application within the SDUSD, the City shall require each applicant to obtain a Certificate of Compliance or a Certificate of Exemption from the SDUSD. A Certificate of Compliance will be issued by the SDUSD only after the applicant has executed a School Facilities Funding and Mitigation Agreement acquiescing to be annexed into a Community Facilities District or agreeing to participate in a newly formed Community Facilities District or agreeing to pay a mitigation fee in an amount to be determined by the SDUSD in accordance with its school facilities financing plan. A Certificate of Exemption shall be issued solely at the discretion of the SDUSD and only when, after analyzing the project, the SDUSD determines that the applicant should not be required to execute a mitigation agreement. The SDUSD has agreed to defend, indemnify and hold the City of San Diego harmless from any claim, action, or proceeding against the City arising from or related to the City's requirement that each applicant obtain a Certificate of Compliance or a Certificate of Exemption from the SDUSD prior to project approval to the extent provided in such Indemnification Agreement. (See **Appendix D** for Copy of Agreement.)

Until sufficient students have been generated from this and adjacent areas, and sufficient special taxes are collected to fund the property acquisition and development, the identified school/park site property shall retain development rights consistent with AR-1-1 parcels designated for development in the Plan, except where density is further defined in the Plan. If, prior to acquisition by the DMUSD and/or City of San Diego, the property owner makes application for a subdivision of land or other discretionary action, the City and the DMUSD shall have the opportunity to negotiate purchase of the identified property.

Los Peñasquitos Lagoon Enhancement Fund

Applicants for coastal development permits for projects located in the watershed of the Los Peñasquitos Lagoon shall, in addition to meeting all other requirements of the local coastal program, enter into an agreement with the City of San Diego and the State Coastal Conservancy as a condition of development approval to pay a Los Peñasquitos Lagoon Fund for restoration of the Los Peñasquitos Lagoon and its watershed.

H. OPEN SPACE ACQUISITION PROGRAM

Based upon the significant biological resources contained in the open space in Del Mar Mesa, and the importance of its inclusion in the MSCP as a preserved core area, a main goal of the Plan is, to the greatest extent practicable, the retention as open space the eastern portion of the Del Mar Mesa designated Open Space/Rural Residential. As stated earlier in the MSCP/Open Space Element, the Del Mar Mesa's proximity to the Los Peñasquitos Canyon Preserve results in an area that, if preserved, provides the single most important component of the open space system in the NCFUA.

Due to the overall low-density zoning throughout Del Mar Mesa, density from the preserve area could be clustered onto the area designated for higher density development without impacts to the circulation system. To that end, development in the AR-1-1 areas will partially fund acquisition of the Open Space/Rural Residential areas through the Facilities Benefit Assessment District (FBA), adopted concurrently with the Plan. The potential result is a semirural residential community adjacent to a permanently protected interconnected viable habitat area.

In addition to the FBA, other funds for open space acquisition will include the direction of mitigation funds associated with the construction of SR-56 and other development projects in or outside Del Mar Mesa. Other possible funding sources include the use of an open space acquisition fund, if established, from the potential six million dollars from the resort hotel, revenue bonds guaranteed by this future income stream, or possible federal funding.

Once funds become available, an approach to facilitate resource preservation could be the purchase of options on the open space area to remove properties from the market to allow for time to raise funds for the balance of the purchase price. It should be noted that property owners in the Open Space/Rural Residential areas can develop consistent with the underlying zoning until such time as a determination is made, and funds are available, to acquire such properties.

I. TRANSPORTATION PHASING

As shown on **Table 7**, the Del Mar Mesa Transportation Study assumes a total of 685 residential dwelling units (DUs), a 300-room resort hotel, and a golf course, that are expected to generate 9,880 daily trips. The resort hotel and golf course project includes the resort hotel, the golf course and approximately 140 of the 685 dwelling units. The Transportation Study also assumes two public projects: a nine-acre neighborhood park that generates 450 daily trips and a four-acre school that generates 240 daily trips for a grand total of 10,570 daily trips. Since the publication of the Del Mar Mesa Transportation Study, the number of dwelling units and distribution of park vs. school acreage have been revised slightly. This does not affect the recommendations below.

The phasing of transportation improvements assumes the Alternative 3 network of the Transportation Study that includes the central alignment for SR-56, the Camino Santa Fe connection with the western alignment and Del Mar Mesa Road as a two-lane residential local street.

Special effort has been made to reduce Del Mar Mesa's dependence on road improvements outside of the subarea with the exception of Carmel Country Road, between SR-56 and the northern boundary of Carmel Valley Neighborhood 10. The segment of Carmel Country Road between SR-56 and Carmel Valley Neighborhood 8's southern boundary (including its interchange with the freeway) is already constructed and fully operational. The segment of Carmel Country Road south of Neighborhood 8 to the Neighborhood 10 northern boundary is to be a Four-Lane Major street. This roadway is currently being designed and is scheduled to be fully constructed in 1997. The segment south of the Neighborhood 10 northern boundary is also being designed and is expected to be fully constructed in 1998.

The following pages describe the two phases of the Transportation Phasing Plan.

Phase 1

Carmel Country Road is a vital road that serves Del Mar Mesa and developments in Carmel Valley. According to the City-approved traffic study for Neighborhoods 8A and 10 Combined Transportation Phasing Plan (8A/10 CTPP), June 26, 1995, Carmel Country Road is classified as a Four-Lane Major street from SR-56 to south of Neighborhood 10's northern boundary (see Figure 14).

The Four-Lane Major street segment of Carmel Country Road has a maximum desirable traffic volume of 30,000 daily trips. Of these 30,000 daily trips, about 14,994 are from Carmel Valley Neighborhoods 8A, 10 and Torrey Hills (see **Table 9**). The remaining maximum desirable volume is therefore approximately 15,000 daily trips, of which 5,000 daily trips would be utilized by the existing development in Carmel Valley Neighborhood 8 (Palacio Del Mar, located east of Carmel Country Road and north of Del Mar Mesa Road).

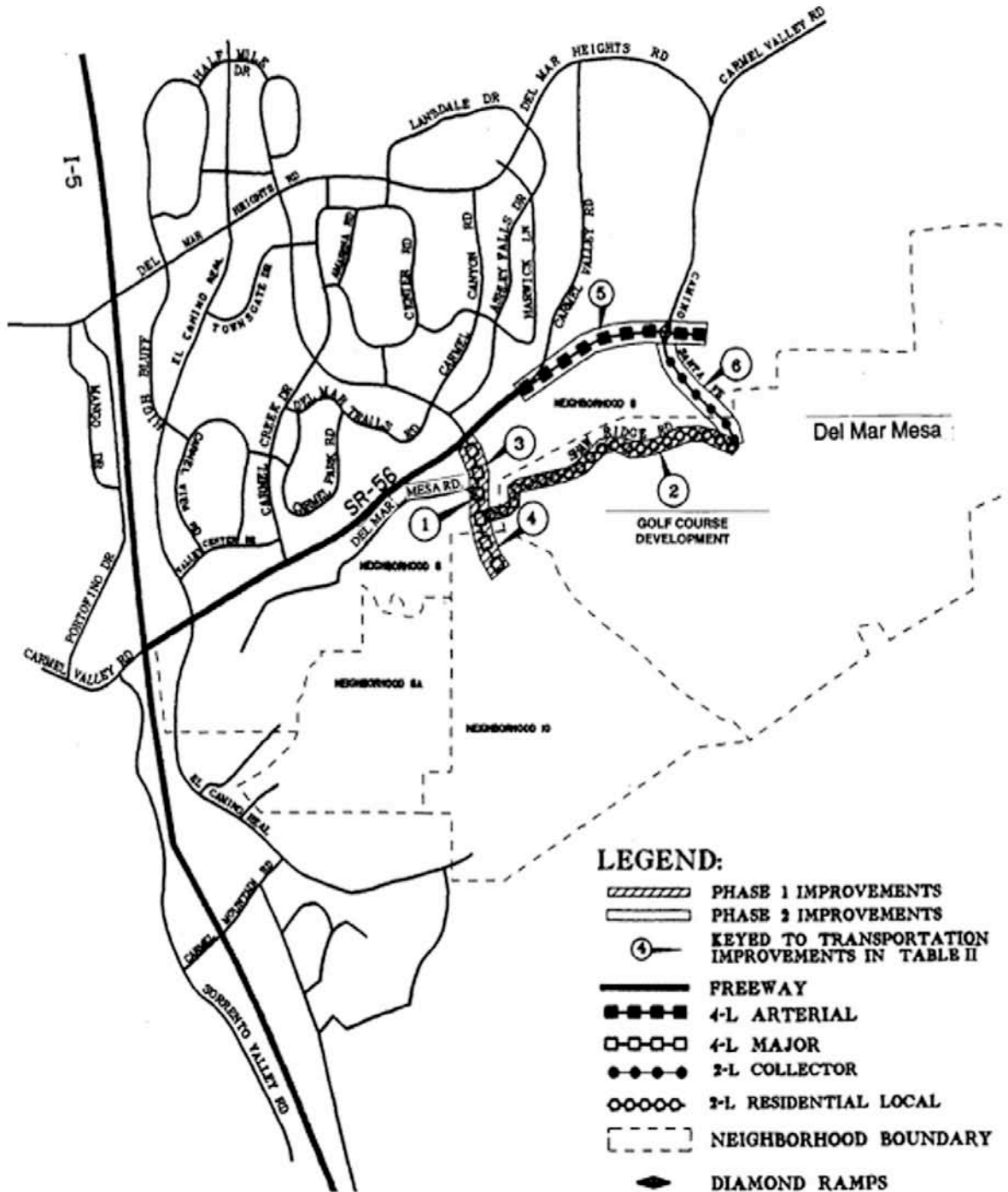
This would result in a 10,006 (30,000 maximum desirable traffic - 19,994 trips from Torrey Hills, Carmel Valley Neighborhoods 8, 8A and 10) traffic volume reserve on this segment of Carmel Country Road that could be utilized by Del Mar Mesa developments. Given the spatial distribution of Del Mar Mesa's developable land ownership, substantial amount of property is on the east side of the subarea. Therefore, not all of the 10,006 daily trips may be utilized at this stage of development. It is expected that the equivalent of 6,600 daily trips will be generated in the first phase of Del Mar Mesa developments.

In addition to improvement of Carmel Country Road (north of Carmel Valley Neighborhood 10's northern boundary) as a Four-Lane Major street, Del Mar Mesa Road is also recommended to be improved as a two-lane residential local street (38 ft. c/c width) with a maximum desirable volume of 2,200 Average Daily Traffic (ADT).

At this phase, traffic signals need to be installed at Carmel Country Road at the entrance to the resort hotel and golf course project (to be paid for by the developer only) if this project is to proceed in this phase, and at the intersection of Carmel Country Road at the entrance to the Carmel Valley Neighborhood 8 development (Palacio Del Mar). Cost for installation of this signal is to be paid for by Carmel Valley FBA and the Del Mar Mesa on a fair share basis.

A list of Phase 1 improvements follows:

1. Carmel Country Road constructed as a Four-Lane Major street, from SR-56 to south of Carmel Valley Neighborhood 10's northern boundary. This improvement is in Carmel Valley's Neighborhoods 8A/10 CTPP. Del Mar Mesa is to pay its fair share of this project through the formation of a reimbursement district.
2. Del Mar Mesa Road constructed as a two-lane residential local street from Carmel Country Road to Camino Santa Fe. This improvement is to be paid to by the Del Mar Mesa FBA.
3. Traffic signals to be installed at Carmel Country Road at the entrance to Carmel Valley Neighborhood 8's development (Palacio Del Mar). This improvement is to be paid for by Carmel Valley FBA and the Del Mar Mesa FBA on a fair share basis.
4. Traffic signals to be installed at Carmel Country Road/resort hotel and golf course entrance (if this project is to proceed at this phase). This improvement is to be paid for by the developer.



Transportation Phasing Alternatives

Del Mar Mesa Specific Plan

**TABLE 9
DISTRIBUTION OF DAILY TRIPS BY DEVELOPMENT ON
CARMEL COUNTRY ROAD FOR PHASE 1**

CARMEL COUNTRY ROAD DAILY TRIPS		
Development	Sr-56 To South Of Neighborhood 10's Northern Boundary (Four-Lane Major)	South Of Neighborhood 10's Northern Boundary To Carmel Mountain Road (Four-Lane Modified Collector)
Torrey Hills ¹	1,440	1,440
Neighborhood 8	5,000	—
Neighborhood 8A	3,950	3,950
Neighborhood 10	9,604	9,604
Subarea V, with Maximum Potential Development ²	6,600	—
TOTAL	26,594	14,994

1. The source for Torrey Hills and Carmel Valley Neighborhood's 8A & ten trips is Table 13 of the Transportation Analysis for Carmel Valley Neighborhood 8A, by Urban Systems Associates, June 26, 1995.
2. Potential development at this phase may be the resort hotel and golf course development with 4,400 daily trips and an additional 220 dwelling units, or any other combination of development totaling the equivalent of 6,600 ADT.

Phase 1 Development Threshold for Del Mar Mesa Road

Existing and future developments utilizing Del Mar Mesa Road to access Carmel Country Road, prior to the construction of Camino Santa Fe and its connection to SR-56, are subject to a collective maximum cap of 2,200 Average Daily Traffic (ADT), or 220 equivalent single family dwelling units (EDU), as shown on **Table 10** below:

TABLE 10
PHASE 1 DEVELOPMENT THRESHOLD FOR DEL MAR MESA ROAD

DEVELOPMENT	ADT	EDU
Existing Residential Dwellings	250	25
Hotel & Golf Course Maintenance Employees	50	5
Future Single family Dwellings	1,900	190
Total	2,200*	220

*The distribution of traffic generation shown are estimates. The estimated ADTs can be from any combination of existing and future development, on a first-come, first-served basis, subject to the 2,200 ADT thresholds.

Del Mar Mesa Road shall not be used for commercial deliveries associated with the resort hotel and golf course. The only access from the resort hotel and golf course to Del Mar Mesa Road is for maintenance employees.

There is no residential, employee or service access from Del Mar Mesa Road to hotel/golf course development. Access for maintenance employees and emergency access are the only types of access that exist from Del Mar Mesa Road to the hotel/golf course development.

Monitoring

Monitoring of the Phase 1 developments in Del Mar Mesa will be done by the Facilities Financing Section of the Comprehensive Planning Division through building permit issuance on a first-come, first-served basis. Permits will not be issued once the Phase 1 threshold of 2,200 daily trips is reached.

Phase 2

The remaining dwelling units and/or other developments may be constructed at the second phase of development in Subarea V. The required infrastructure to support the rest of developments in the subarea are shown in **Figure 29** and described below:

5. A four-lane arterial road (as an interim improvement prior to Caltrans' completion of SR-56), from the existing eastern terminus of SR-56 to Camino Santa Fe and a grade separated interchange. Costs for the interchange bridge is to be paid for by the City. Costs for the interchange ramps at Camino Santa Fe are to be paid for by the FUA and Subarea V FBA on a fair share basis.
6. Camino Santa Fe connection constructed as a two-lane collector street from SR-56 to Del Mar Mesa Road. This improvement is to be paid by Del Mar Mesa developments.
7. Once the improvements specified in Nos. 5 and 6 above are in place, the central portion of Del Mar Mesa Road may be considered for closure either by gate or cul-de-sac.

Street improvements in Phase 2 conclude the required transportation phasing improvements for all of Del Mar Mesa.

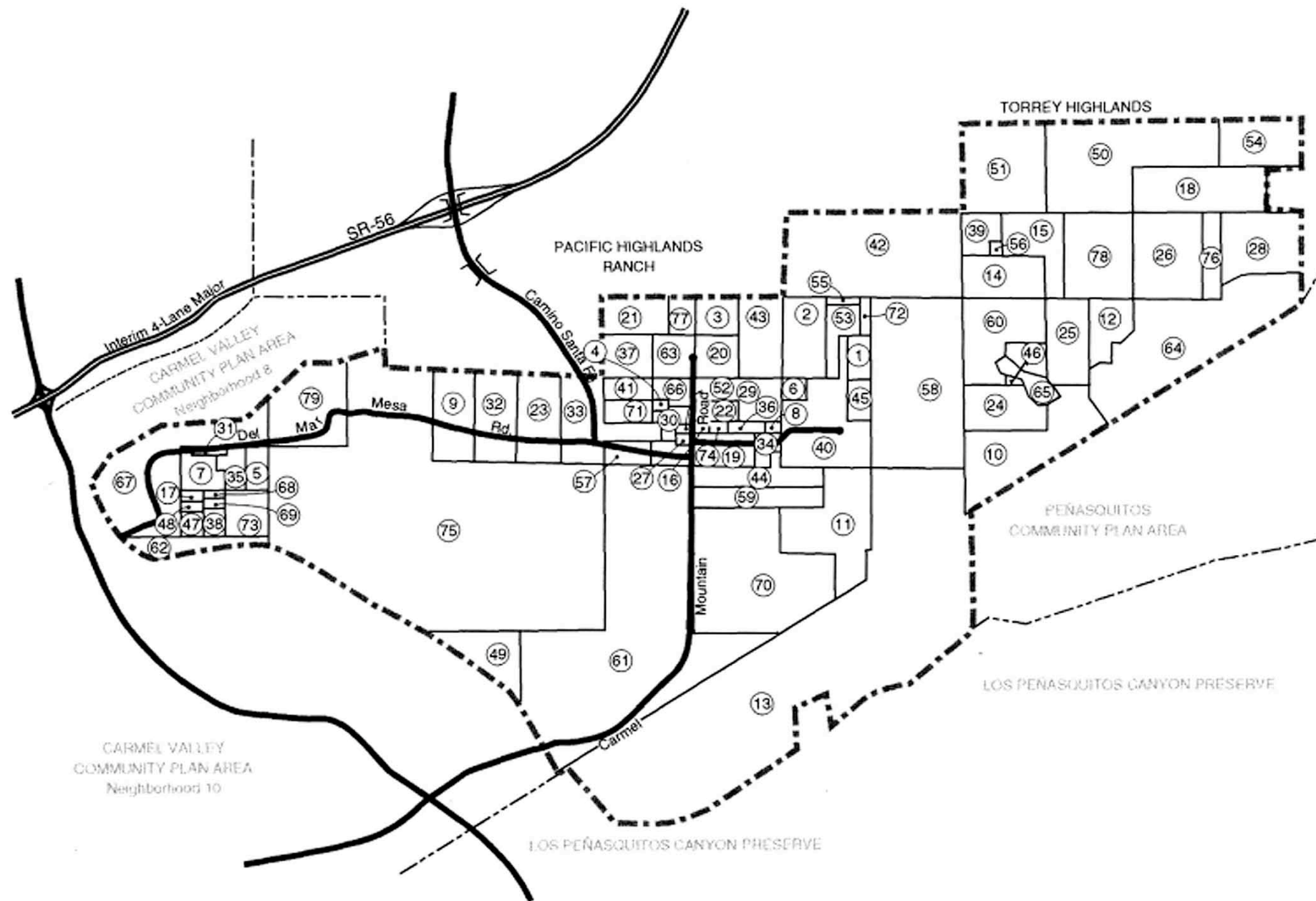
Phasing Plan Summary:

For ease of reference, a phase-by-phase summary of land use thresholds and their associated transportation improvements are listed in **Table 11**. **Figure 29** illustrates all the improvements referred to in **Table 11**. The details of Del Mar Mesa financing and its relation to adjacent neighborhoods are discussed in detail in the Del Mar Mesa Facilities Financing Plan.

TABLE 11
TRANSPORTATION PHASING PLAN FOR DEL MAR MESA REQUIRED
IMPROVEMENTS & BUILDING PERMITS NOT TO EXCEED^{1,2}

PHASE	DAILY TRIPS	TRANSPORTATION IMPROVEMENTS
1	6,600	<ol style="list-style-type: none"> 1. Carmel Country Road constructed as a Four-Lane Major street from SR-56 to south of Neighborhood 10's northern boundary.³ 2. Del Mar Mesa Road constructed as a two-lane residential local street, from Carmel Country Road to Camino Santa Fe. Developer only.⁴ 3. Traffic signal to be installed at Carmel Country Road/Neighborhood 8 development (Palacio Del Mar) entrance. A fair share to be paid by the Carmel Valley FBA and the Del Mar Mesa FBA on a fair share basis. 4. Traffic signal to be installed at Carmel Country Road/Resort hotel entrance. Developer only.⁴
2	3,280	<ol style="list-style-type: none"> 5. A four-lane arterial road (as an interim improvement prior to Caltrans' completion of SR-56), from the existing eastern terminus of SR-56 to Camino Santa Fe, including a grade separated interchange. Costs for the four-lane arterial road and the interchange bridge are to be paid for by the City of San Diego. Costs for the interchange ramps are to be paid by the Pacific Highlands Ranch FBA and Del Mar Mesa FBA on a fair share basis. 6. Camino Santa Fe connection constructed as a two-lane collector street from SR-56 to Del Mar Mesa Road. This improvement is to be paid by the Del Mar Mesa FBA.⁴

1. This Transportation Phasing Plan is intended as a guideline to sequentially provide the roads that are required to support the developments in Del Mar Mesa. It must be updated on a regular basis to reflect the actual land development and trip distribution patterns in the area.
2. Building permits may not be obtained to construct any dwelling units beyond the daily trips threshold that is listed under column 2, unless the projects that are listed under the "Transportation Improvements" column are: completed; under contract; bonded; scheduled in the City's Capital Improvements Program for the same year building permits are requested; or programmed in the State Transportation Improvement Program (STIP) for the same year that building permits are requested.
3. Construction of Carmel Country Road is also a condition of development for any or all of the following developments: Carmel Valley Neighborhoods 8A and 10 and Torrey Hills for which Del Mar Mesa must pay its fair share contribution through the formation of a reimbursement district.
4. "Developer only" means the improvement is to be constructed and be 100 percent paid for by the adjacent developer.



Summary

Area No.	APN	Approx. Plan Ac.	Area No.	APN	Approx. Plan Ac.	Area No.	APN	Approx. Plan Ac.
1	308-020-10	5.0	30	308-020-76	2.3	60	309-010-18	29.2
2	308-020-07	20.0	31	307-041-19	1.4	61	308-041-01	192.9
3	308-020-06	10.0	32	308-010-14	19.5		308-030-05	
4	308-020-43	10.0	33	308-020-78	24.9		308-021-10	
5	308-020-64	1.0		308-020-77			308-021-01	
6	307-041-12	5.0		308-020-38		62	307-041-03	69.6
7	308-020-34	2.5		308-010-17		63	308-020-53	10.0
8	307-041-09	8.0	34	308-020-56	3.6	64	309-010-31	83.7
9	308-020-59	1.0	35	307-041-11	5.6		309-010-30	
10	308-010-15	13.5		307-041-20			309-010-29	
	309-010-14	47.9	36	308-020-65	2.0		309-010-27	
	309-010-13		37	308-020-02	10.0		309-010-25	
	309-010-24		38	307-041-18	3.0		309-010-23	
11	308-021-05	34.9		307-041-17			309-010-20	
	308-021-04		39	306-050-22	9.0		309-010-10	
12	309-010-28	12.3	40	308-020-63	35.0		309-010-09	
	309-010-23			308-020-19			309-010-08	
13	308-021-08	251.5		308-020-17			309-010-07	
	308-021-06			308-020-09			309-010-05	
	308-021-07		40	308-020-49	5.0		309-010-04	
	308-041-05		42	305-041-03	80.0		306-050-31	
	308-031-06		43	308-020-2	20.0	65	309-010-22	5.7
14	306-050-12	20.0		308-020-05		66	308-020-62	6.0
15	306-050-11	17.5	44	308-021-11	15.6		308-020-25	
16	308-020-66	1.0		308-020-45			308-020-24	
17	307-041-08	1.2	45	308-020-13	5.1	67	307-040-58	62.9
18	306-050-21	30.0	46	309-010-19	57.5	68	307-041-14	1.0
	306-050-07		47	307-041-06	2.8	69	307-041-15	1.0
19	308-020-74	15.2	48	307-041-07	1.0	70	308-021-09	78.4
	308-020-57		49	308-030-19	20.0		308-021-03	
20	308-020-41	10.0	50	308-050-20	60.0	71	308-020-48	5.0
21	308-020-01	15.0	51	306-050-09	40.0	72	308-020-14	2.2
22	308-020-22	5.0	52	308-020-75	3.7	73	307-041-13	10.0
23	308-010-16	19.6	53	308-020-12	8.3	74	308-020-67	1.0
24	309-010-15	18.7		308-020-11		75	308-011-09	347.9
25	309-010-02	20.0		308-020-08			308-011-08	
26	306-050-29	32.3	54	306-050-05	20.0		308-011-07	
27	308-020-73	1.3	55	308-020-13	2.0		308-011-06	
28	306-050-30	29.4	56	306-050-23	1.0		308-011-05	
29	308-020-23	15.0	57	308-020-31	5.0		308-011-04	
			58	308-020-72	80.0		308-011-03	
				308-020-71			308-011-02	
			59	308-021-12	14.7		308-010-08	
						76	306-050-14	6.7
						77	308-020-52	5.0
						78	306-050-26	32.5
						79	308-010-21	42.5
							308-010-19	

Total 2,720.0

- 130.0

(Extend Outside
Subarea

2,042.0

